

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****23 JUNE 2009****REGIONAL TRANSPORT STRATEGY MONITORING FRAMEWORK****REPORT BY DIRECTOR**

This report seeks the Partnership's approval for a Monitoring Framework which will form the basis of statutory Annual Reports on the development and delivery of the Regional Transport Strategy.

**1 RECOMMENDATION**

- 1.1 That the Partnership approves the RTS Monitoring Framework and Indicators as presented in the report and Appendices.

**2 BACKGROUND**

- 2.1 Early work was undertaken on development of a Regional Transport Strategy (RTS) monitoring framework and associated performance indicators and targets that satisfied the requirements of the Scottish Executive's RTS Guidance. This formed part of the Indicative Delivery Plan approved by the Partnership on 24 April 2007 (Report RTP/07/021 refers).
- 2.2 At its meeting on 30 January 2008 the Partnership noted a letter from the Cabinet Secretary for Finance and Sustainable Growth requesting that RTSs should be "high-level" documents, focussing on the transport strategies necessary to support the Government's key objectives and Local Authority Single Outcome Agreements (SOA) with Interventions removed and addressed in RTS Delivery Plans (Report RTP/08/02 refers).
- 2.3 A revised Strategy was submitted to the Minister for Transport, Infrastructure and Climate Change on 2 May 2008. Approval of the revised RTS, with no further changes, was confirmed by the Minister for Transport, Infrastructure and Climate Change in a letter dated 24 June (Report RTP/08/027 refers).
- 2.4 At its meeting on 10 March 2009 the Partnership noted that the development of earlier work on the RTS Monitoring Framework was being funded from the Core Revenue Budget for 2008/09 (Report RTP/09/014 refers).

**3 DISCUSSION**

- 3.1 Monitoring of progress towards achieving intended outcomes is a key part of the RTS, to ensure that :-
- (i) Delivery Plan Schemes are meeting the Strategy Objectives
  - (ii) Delivery Plan Schemes are achieving their intended outcomes, and
  - (iii) the assumptions behind the RTS Objectives remain relevant.
- 3.2 MVA Consultancy has been employed to develop earlier work on RTS monitoring included in the Indicative Delivery Plan published in March 2007. This has included a review of the measures included in the Plan, taking

account of recent developments, particularly the need to ensure the alignment of measures with Community Planning Partnership SOAs. The resultant Monitoring Framework will be used to satisfy the statutory requirements to report annually on the performance of the Partnership's functions.

- 3.3 The proposed Framework addresses each RTS Objective and Sub-Objective in turn and defines Performance Indicators along with the means of measuring them. Existing sources of data are proposed for use, where possible, in order to keep costs to a minimum. These include the use of Accession accessibility modelling already undertaken for the region and data taken from Scottish Government's Scottish Transport Statistics, Road Accidents Scotland and Scottish Household Survey, which provide a mix of observed data and perception surveys. Other sources of data include those collected by Tactran, for example, on Travel Plans and Liftshare, or from bus operators in connection with Bus Punctuality Improvements Partnerships or from Electronic Ticket Machines. Where relevant an Indicator will be used to measure progress for one or more Objectives or Sub-Objectives.
- 3.4 The proposed Performance Indicators have been developed to ensure that they have the ability to link with evolving SOA indicators and their respective monitoring frameworks. They also seek to reflect Scottish Government's priority indicators of SOA contributions towards relevant national transport outcomes, which relate to reducing traffic congestion; increasing the proportion of journeys made by public or active transport; increasing the proportion of cycling and walking journeys to school; and reducing numbers killed and seriously injured in road accidents.
- 3.5 It is intended to define the "base year" as 2008/09, this being the year of formal Scottish Government approval of the RTS. As some of the original sources of data, such as the Scottish Household Survey, are only collected every second year it is not intended to update all Indicators annually. In addition to the difficulty of annual data collection, some indicators are not expected to change significantly over 12 month periods, with improvements likely to take place gradually over several years.
- 3.6 A full list of Objectives, Sub-Objectives and the relevant Indicators, together with sources of data and proposed frequency of collection, is given in Appendix A.
- 3.7 Further work will be undertaken to establish SMART targets. This will include the development of a monitoring database to store base year data and analyse progress. Where possible data will be reported at both Council and Regional levels, to highlight where further efforts may be needed to achieve targets and to link with SOAs. Once the base year data is available it will be possible to establish targets. These will be for short term, up to five years, and long term, to the end of the RTS in 2023. It is proposed to employ the MVA Consultancy to undertake these further developments and to assist in preparing the 2009/10 Annual report.

## **4 CONSULTATIONS**

- 4.1 This report has been prepared in consultation with the Chief Officers Liaison Group who are in agreement with the proposals.

## **5 RESOURCE IMPLICATIONS**

- 5.1 Work undertaken by the consultants in developing the RTS Monitoring Framework at a cost of £14,800 and was funded from the 2008/09 Revenue Budget.
- 5.2 The estimated cost of developing a monitoring database is £18,000. Provision for this cost is allowed for in the proposed 2009/10 and 2010/11 Revenue Programme, which is the subject of a separate report.

**Eric Guthrie**  
**Director**

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### **NOTE**

Background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) which were relied on to a material extent in preparing the above Report :-

RTS Indicative Delivery Plan

Monitoring Framework Tactran RTS Monitoring 2008-09. Report for Tactran. May 2009

Reports to Partnership on 24 April 2007, 19 June 2007, 30 January 2008, 29 April 2008 and 28 October 2008 on Regional Transport Strategy: Progress Update

**APPENDIX A**

<b>Objective</b>	<b>Sub-objective</b>	<b>Proposed Indicator</b>	<b>Source of data</b>	<b>Frequency of calculation</b>
Economy	Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors	Indicator 1 Labour market catchment population by car and public transport	Accession accessibility model	Biennial
	Improving the efficiency, reliability and integration of the movement of goods and people	Indicator 2 Proportion of road network experiencing congestion	Scottish Transport Statistics – reported monthly	Biennial
		Indicator 3 Proportion of congested / unreliable journeys	Scottish Household Survey – each dataset covers two years	Biennial
		Indicator 4 Impact of congestion on bus services	BPIP monitoring data Bus operators' ETM data	Annual
	Addressing issues of peripherality associated with the TACTRAN area	Indicator 5 Journey time and service frequency between key locations by all modes	Bus, rail and airport timetables Traffic Scotland / Traffic England websites	Every 4 years
Accessibility, Equity and Social Inclusion	Improving access to employment	Indicator 6 Number of employees covered by Travel Plans	Tactran records Scottish Household Survey – each dataset covers two years	Annual Biennial
	Improving access to public services, including health and education	Indicator 7 Proportion of population and non-car owning households more than one hour from hospital by public transport	Accession accessibility model	Biennial
		Indicator 8 Proportion of 16-24 year olds and total population more than one hour from a Further Education college or university by	Accession accessibility model	Biennial

Objective	Sub-objective	Proposed Indicator	Source of data	Frequency of calculation
		public transport		
		Indicator 9 Proportion of schools with a Travel Plan	Local authority data	Annual
	Improving access to retail, recreation and leisure facilities	Indicator 10 Number and proportion of non-car owning households more than 30 and 60 minutes from retail, recreation and leisure facilities by public transport	Accession accessibility model	Biennial
	Reducing severance and social and economic isolation caused by transport, or by a lack of it	Indicator 1 (see above)		
		Indicator 10 (see above)		
	Improving the accessibility and inclusivity of the transport system	Indicator 11 Proportion of transport hubs that satisfy minimum criteria defined in the Buses Strategy	Tactran data	Biennial
		Indicator 12 Proportion of the bus network covered by minimum standard travel information in line with the future development of the Regional Bus Information Strategy	Future Tactran data	Annual
Environment	Contributing to the achievement of the Scottish national targets and obligations on greenhouse gas emissions	Indicator 13 Equivalent CO <sub>2</sub> emissions saved by the Tactran Liftshare scheme and other measures	Tactran data	Annual
	Promoting a transport system that respects both the natural and the built environment	Indicator 16 Air quality – NO <sub>2</sub> and PM <sub>10</sub> measurements	Local authority data – reported monthly	Annual
	Promoting a shift towards more sustainable modes	Indicator 14 Percentage of the Tactran resident population who travel as a car driver, car	Scottish Household Survey – each dataset covers two years	Biennial

Objective	Sub-objective	Proposed Indicator	Source of data	Frequency of calculation
		passenger, on public transport, on foot or cycle		
		Indicator 15 Number of members and users of lift-sharing schemes	Tactran data Scottish Household Survey – each dataset covers two years	Annual Biennial
Health and Well-Being	Helping to meet or better all statutory air quality requirements in the TACTRAN area	Indicator 16 (see above)		
	Promoting a culture of active and healthy travel	Indicator 17 Proportion of children taking active travel modes to school (walking/cycle)	Scottish Household Survey – each dataset covers two years	Biennial
		Indicator 18 Proportion of active travel mode (walk or cycle) trips made by Tactran area residents	Scottish Household Survey – each dataset covers two years	Biennial
Safety & Security	Improving transport-related safety	Indicator 19 Number of persons killed or seriously injured in road accidents	Road Accidents Scotland	Annual
	Improving real or perceived levels of personal security on the transport network	Indicator 20 How safe adults feel when travelling by public transport	Scottish Household Survey – each dataset covers two years	Biennial
Integration	Improving integration of all transport modes	Indicator 21 Number of buses in the Tactran area able to carry cycles	Tactran data	Annual
		Indicator 22 Number of Park & Ride car and cycle spaces at railway stations, Park & Ride sites and other key interchanges in the region	Tactran data	Annual

<b>Objective</b>	<b>Sub-objective</b>	<b>Proposed Indicator</b>	<b>Source of data</b>	<b>Frequency of calculation</b>
	Ensuring integration with land-use planning	Indicator 23 Proportion of major developments with Transport Assessments	Local authority data	Annual
	Ensuring a fit with other relevant national, regional and local strategies and policies	Indicator 24 Compatibility of Structure Plans, Local Plans, National Park Plans and emerging SDP and LDP with RTS objectives	Tactran	Annual